

Established February, 1845.

Phim:

For Freight, apply to
HONGKONG, July 26, 1881.

FOR NEW YORK.

The *American Ship*
"Merry L. Stone,"
Finn. Master, will load here
for the above Port, and will
dispatch.

For Freight, apply to
RUSSELL & CO.

For Sale.

MacEWEN, FRICKEL & Co.
HAVE RECEIVED FOR SALE,
The French Mail Steamer.

Finest ISIGNY BUTTER.
Noblet Pratt's VERMOUTH.

WEELEY & SON'S
BREECH-LOADING GUNS—
CENTRAL FIRE.

Es S. S. "Ulysses."
Fine New Season's OUMSHAW TEA, in
5 and 10 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

Es "Highlander."
At Wholesale Prices.
200 kegs FINE AMERICAN FURNISHING
NAILS, Nos. 2 to 12.
25 " American SPIKES, 4 inches to
7 inches.
50 barrels FINE AMERICAN MESS PORK.
60 " Philadelphia Extra BEEF.
200 " Finest Strained ROSIN.
300 " City BUTTER.
150 cases SPICES, TURPENTINE.
100 cases DRIED APPLES.
500 cases FINE WATER.
50 barrels AMERICAN TAR.
15 " LAMP GLASS.
50 cases AMERICAN CLOCKS.
COTTON DUCK, Canvas, BEEF, MUTTON,
OYSTERS, LOBSTERS, CORN,
TOMATOES, CORN BEEF, Condensed
MILK, TOMATOES, HANDSPICKS,
OAKUM, ASH OARS, MAPLE, ASH,
and White Pine PLANKS.

Es "Abbie Carver."
Florence COOKING STOVES,
STEAMERS and BRILLIERS.
CORN BROOMS.
India Rubber KNEE BOOTS.
AGATE WARE, in every variety of Kitchen Utensils.
Charter Cook COOKING STOVES.
Spartan COOKING STOVES.
BOURBON WHISKY.

Es Steamers via San Francisco.
DOUGLAS OFFICE CHAIRS.
Messrs. GARDNER & Co.'s PERFORATED
VENEER.
HIG REVOLVING OFFICE CHAIRS.
HIGH-BACK OFFICE CHAIRS.
ROCKING FOLDING CHAIRS.
DINING-ROOM CHAIRS.
LADIES' ROCKING CHAIRS.
The above can be highly recommended for
office and domestic use, being admirably
adapted to this climate.

Es "Gleniffer."
CROSBY & BLACKWELL'S AND OTHER
HOUSEHOLD STORES.

TESSONAU'S DESSERT FRUITS.
SAVOIR PATE.
GAME PATE.
PORK PATE.
OX FALLET.
HUNG (Hambro) BEEF.

HUNTLEY & PALMER'S BISCUITS.
FRUITS for Joes.
SHERBET.
COCAINIA.
VAN HOUTEN'S COCOA.
BROWN'S GHOATS.
GELATINE.

Burma OX-TONGUES.
French PLUMS.
PATE DE FOIR GRAS.
SARDINES.
ANCHOVIES.

Breakfast BACON.
ASPARAGUS.
MACARONI.
VERMICELLI.
SAUSAGES.
MEATS.
SOUPS, &c., &c.
COPYING PRESSES.

EX AMERICAN MAIL.
Eastern and Californian CHEESE.
Boneless-CODFISH.
Prime HAMS and BACON.
Russian OYSTER.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
Pickled OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Paragon MACKEREL in 5 lb. cans.
Boat Ideal SALMON in 5 lb. cans.
Cutting's Dessert FRUITS in 24 lb. cans.
MONTAGNE'S Canned VEGETABLES.
MEAT.
Stuffed PEPPERS.
Assorted PICKLES.
MINCEMEAT.
COMB HONEY in Original Frames.
Richardson & Robbin's Celebrated Potted
MEATS.
Richardson & Robbin's Curried OYSTERS.
Lunch TONGUE.
Assorted American SYRUPS, for Sum-
mer Drinks.
McCarty's Sugar LEMONADE.
CLAW CHOWDER.
Coddish BREAD.
Green TURTLE in 24 lb. cans.

COMPANY'S BISCUITS in 5 lb.
tins, and loose.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.
BUCKWHEAT FLOUR.
RYE MEAL.
SPECIALLY SELECTED
CIGARS.
WINES, SPIRITS, BEER, AND
ARRATED WATERS.
SHIPHANDLERY of every Description.
RIGGING and SAIL-MAKING promptly
executed.
Hongkong, September 24, 1881.

Mails.



STEAM TO YOKOHAMA VIA KOBE
AND INLAND SEA.

THE S. S. NIGATA MARU, Capt.
WYNN, will be despatched as above
on FRIDAY, the 14th October, at 4 p.m.
Cargo received on board and parcels at
the Office up to 2 p.m. of 13th October.
No Bill of Lading signed under \$2
Freight.
All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.

To KOBE,..... \$ 60 \$15
YOKOHAMA & NAGASAKI, 75 20
SHANGHAI via YOKOHAMA, 120 40
Kobe,..... 95 30

A RETURN is made on RETURN CABIN
PASSENGERS.
Cargo and Passengers for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.
For further Particulars, apply at the
Company's Offices, PRATA CENTRAL, West
Corner Pottinger Street.
H. J. H. TRIPP,
Agent.

Hongkong, October 4, 1881. oc14

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

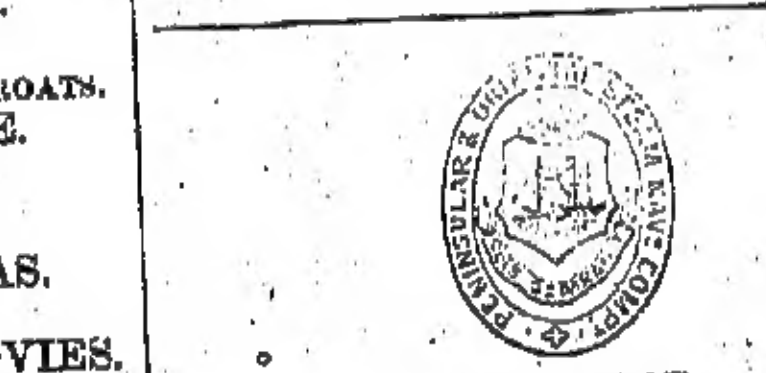
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF
FRANCISCO," via Yokohama, on SATURDAY,
the 15th October, 1881, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
shipment to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.
Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
On prepaid RETURN PASSAGE TICKETS a
Reduction of 25 % is made.
Freight will be received on board until 4
p.m. on the 14th instant. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Suez Canal, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50, Queen's Road Central.
F. E. POSTER,
Gen. Agent for China & Japan.

Hongkong, October 1, 1881. oc15



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, BRINDISI,
ANCONA, VENICE, TRIESTE,
SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSEUS,
GULF PORTS, MARSEILLES,
HAMBURG, NEW YORK AND
BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"ROSETTA," Captain A. E. BARKLEY, with
Her Majesty's Mail, will be despatched
from this for LONDON direct, via SUEZ
CANAL, and usual Ports of Call, on
MONDAY, the 17th October, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of departure.
Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of departure.
For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.
A. McIVER, Superintendent,
Hongkong, October 5, 1881. oc17

Intimations.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of daily-
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China, and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those Countries.
It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.
Subscription, 30 cents per Copy (postage
paid 22 cents), \$12 per annum (postage
paid \$12.50).
Orders should be sent to GEO. MURRAY
BAY, China Mail Office, 2, Wyndham
Street, not later than noon of the day the
English Mail Steamship leaves.
Terms of Advertising same as in Daily
China Mail.

Hongkong, September 24, 1881.

Insurances.

MANCHESTER FIRE INSURANCE
COMPANY OF
MANCHESTER AND LONDON.
ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund and Surplus £ 120,000
Annual Income £ 250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1881.

THAMES AND MERSEY MARINE
INSURANCE COMPANY,
LIMITED.
HEAD OFFICE—1, ROYAL EXCHANGE
BUILDINGS, LONDON.

THE Undersigned having been appointed
Agents in Hongkong and China for
the above Company are prepared to accept
MARINE RISKS at Current Rates, allow-
ing usual Discounts.

ADAMSON, BELL & Co.,
Agents.
Hongkong, May 3, 1881. 3my82

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.
CAPITAL £1,000,000 (One Million Sterling).
Unlimited Liability of Shareholders.

THE Undersigned having been appointed
Agents for the above Company are
prepared to accept FIRE and MARINE
RISKS at Current Rates, allowing usual
Discounts.

GEO. R. STEVENS & Co.
Hongkong, July 1, 1881.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for any
Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

EDMUND PRINCE, Amer. barque, Capt.
John Berry.—Geo. R. Stevens & Co.
ELVIRA DOVALE, Hawaiian ship, Captain
Jose M. Pimentel.—Captain.
HINDOO, German steamer, Captain J. C.
Mathieson.—Wielser & Co.
LENNON, British steamer, Captain D.
Scott.—Jardine, Matheson & Co.
LOUISA, Germ. 3-masted schooner, Capt.
Schindler.—Eduard Schellhaus & Co.
OCEAN, British steamer, Captain Henry
Webster.—Geo. R. Stevens & Co.
PEARL, American barque, Captain R.
Howes.—Arnhold, Karberg & Co.
STAR OF INDIA, British barque, Capt. H.
D. Roe.—Adamson, Bell & Co.
STONEWALL JACKSON, American barque,
Captain Joseph Swain.—Order.
SYREN, American ship, Captain G. W.
Brown.—Douglas Lafrank & Co.
THE TWEE, British ship, Captain J. M.
Whyte.—Russell & Co.

To-day's Advertisements.

FOR SHANGHAI.
The Steamship
"Peking,"
Captain Drives, will be
despatched for the above
Ports TO-MORROW, the 7th Inst., at 4 p.m.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, October 6, 1881. oc7

SHIRE LINE OF STEAMERS.
FOR YOKOHAMA AND HOGO.
The Steamship
"Breconshire,"
WILLIAMS, Commander,
will be despatched for
the above Ports, at 5 p.m., TO-MORROW,
the 7th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 6, 1881. oc7

CASTLE LINE OF STEAMERS.
FOR SHANGHAI.
The Steamship
"Flora Castle,"
THOMSON, Commander,
will be despatched for
the above Port, at Daylight, on SATUR-
DAY, the 8th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 6, 1881. oc8

FOR SWATOW, AMOY & FOOCHOW.
The Steamship
"Nemora,"
Capt. Wozniak, will be
despatched for the above
Ports on MONDAY, the 10th Instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LAFRANK & Co.
Hongkong, October 6, 1881. oc10

AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.
FROM BOMBAY, COLOMBO AND
SINGAPORE.

THE Company's Steamship "Dido,"
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods—with the exception of
Opium—are being landed at their risk into
the Godowns of the Undersigned, whence
delivery can be obtained.
Consignees wishing to receive their Goods
on the Wharf are at liberty to do so.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 14th Instant will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 6, 1881. oc11

THE Steamship "Japan,"
Captain T. S. GARDNER,
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE above Steamer having arrived, Con-
signees of Cargo by her are hereby
requested to send in their Bills of Lading
to the Undersigned for countersignature,
and to take immediate delivery of their
Goods from along-side.
Cargo impeding her discharge or remain-
ing on board after the 10th Instant, will be
landed and stored at Consignee's risk and
expense, and no Fire Insurance will be
effected.
Consignees are hereby informed that they
will be required to sign the General Average
Bond before taking delivery of their Goods.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, October 6, 1881. oc13

SHIPPING.
ARRIVALS.
Oct. 6, Ningpo, British steamer, from
Canton.
Oct. 6, Marie, German barque, from
Whampoa.
Oct. 6, Diamante, British steamer, 514,
R. E. Cullen, Manila Oct. 3, General—
RUSSELL & Co.
Oct. 6, Japan, British steamer, 1865, T.
S. Gardner, Calcutta Sept. 17, Penang 23,
Singapore 26, 1,756 chests Opium, 268
bales Cotton, 302 bags Saltpeetre, and 2,100
pkgs. Sundries.—DAVID SASSOON, SONS &
Co.
Oct. 6, Anna, German barque, 855, C.
N. Oldenburg, Newchwang Sept. 30, Beas.
—WILLIAMS & Co.
Oct. 6, Dido, Austro-Hungarian steamer,
815, Gutman, Bombay Aug. 9, and Singa-
pore Sept. 27, General.—MATTHEWS & Co.

DEPARTURES.
Oct. 6, Nova, for Monaco.
Oct. 6, Cheong-ting, Chinese gunboat, for
Canton.
Oct. 6, Cheong Hock Kian, for Singapore.
Oct. 6, Chen-to, Chinese gbt, for a cruise.
Oct. 6, Puyai, for Canton.
Oct. 6, Pehlo, for Marseilles, &c.

CLEARED.
Hough, for New York.
Peking, for Shanghai.
Weyren, for Neghawang.
Miramar, for Singapore.
Flora Castle, for Shanghai.
Flora Castle, for Canton.
Ningpo, for Shanghai.
G. F. Munit, for Astoria.
Brutus, for Hoihow, &c.
Keelung, for Swatow.
Geelong, for Straits and Bombay.

PASSENGERS.
ARRIVED.
Per Diamante, from Manila, Messrs J.
Macgregor, R. Dunlop, and M. Garadas,
1 European and 33 Chinese.
Per Puyai, from Calcutta, &c., Mrs T.
S. Gardner, Rev. Mr. Bamford, Mr. Sang Kee,
285 Chinese deck, and 13 Natives.
Per Dido, from Bombay, &c., 2 Chinese.

DEPARTED.
Per Pehlo, for Saigon, 7 Chinese; for
Singapore, Messrs Daniel de Costa and as-
sistant, Fredk. Angier, Beliot Jean Marie,
and 2 Chinese; for Batavia, 4 Chinese; for
Marseilles, Messrs England, and Alexander
Marcelle, Messrs Fyve, and Mr. Jos. M.
Campbell, 1 French, 1 English, and 1 Chinese.
Per Puyai, from Shanghai, for Saigon,
Mr. Leventis, for Naples, Mr. Otto Ang,
for Marseilles, Mr. F. Green, from Yoko-
hama, for Marseilles, Mr. von Lachar, for
Suez, Dr. Abramoff, and Mr. Kuriapoff,
for Saigon, Montrose Gordon.
Per Cheong Hock Kian, for Singapore,
584 Chinese.

TO DEPART.
Per Malacca, for Yokohama, Messrs J.
Macgregor, Francis Williams, A.B. H.
Stanley, A.D., and A. Maclellan; from
Manila, Rev. A. H. Barrow.
Per Miramar, for Singapore, 453 Chinese.
Per Thales, for Coast Ports, 200 Chinese.
Per Ningpo, for Shanghai, 70 Chinese.
Per Brutus, for Hoihow, &c., 80 Chinese.
Per Keelung, for Swatow, 12 Chinese.
Per Geelong, for Singapore, &c., 871 Chi-
nese.

SHIPPING INTELLIGENCE.
The British steamer "Diamante" reports
that the E.R.E. winds and cloudy weather
with confused sea throughout.

CARGO.
Per S. S. Pehlo, on the 6th October—
For Continent, 3,832 bales Silk, 316 bales
Wool, 109 bales Coconuts, 11 cases
Silk, and 215 pkgs. Sundries; for Yoko-
hama, 200 bales Silk, 601 half-cases Tea,
110 cases and 212 pkgs. Tea; 1 case Fire-
works, and 141 pkgs. Sundries.

TO-day's Advertisements.

EX LATE ARRIVALS.
LADIES' DRESSES, complete but un-
made.
LADIES' COSTUMES, ready-made.
VARIOUS KINDS OF MATERIALS for
LADIES' DRESSES.
An Assortment of FLOWERS for LADIES'
BONNETS and HATS.
BLACK and BROWN VELVETEENS,
&c., &c., &c.
N. M. KHAMISA,
Peei Street.
Hongkong, October 6, 1881.

SHIRE LINE OF STEAMERS.
FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship "Breconshire," WILLIAMS,
Commander, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that all Goods—with the excep-
tion of Opium—are being landed at their
risk into the Godowns of the Undersigned,
whence delivery can be obtained.
Consignees wishing to receive their Goods
on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
4 p.m. TO-DAY.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 10th Instant will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 6, 1881. oc13

THE STEAMSHIP "JAPAN,"
Captain T. S. GARDNER,
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for Saigon, Montrose Gordon.
Per Cheong Hock Kian, for Singapore,
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N. M. KHAMISA,
Peei Street.
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requested to send in their Bills of Lading
to the Undersigned for countersignature,
and to take immediate delivery of their
Goods from along-side.
Cargo impeding her discharge or remain-
ing on board after the 10th Instant, will be
landed and stored at Consignee's risk and
expense, and no Fire Insurance will be
effected.
Consignees are hereby informed that they
will be required to sign the General Average
Bond before taking delivery of their Goods.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, October 6, 1881. oc13

SHIPPING.
ARRIVALS.
Oct. 6, Ningpo, British steamer, from
Canton.
Oct. 6, Marie, German barque, from
Whampoa.
Oct. 6, Diamante, British steamer, 514,
R. E. Cullen, Manila Oct. 3, General—
RUSSELL & Co.
Oct. 6, Japan, British steamer, 1865, T.
S. Gardner, Calcutta Sept. 17, Penang 23,
Singapore 26, 1,756 chests Opium, 268
bales Cotton, 302 bags Saltpeetre, and 2,100
pkgs. Sundries.—DAVID SASSOON, SONS &
Co.
Oct. 6, Anna, German barque, 855, C.
N. Oldenburg, Newchwang Sept. 30, Beas.
—WILLIAMS & Co.
Oct. 6, Dido, Austro-Hungarian steamer,
815, Gutman, Bombay Aug. 9, and Singa-
pore Sept. 27, General.—MATTHEWS & Co.

DEPARTURES.
Oct. 6, Nova, for Monaco.
Oct. 6, Cheong-ting, Chinese gunboat, for
Canton.
Oct. 6, Cheong Hock Kian, for Singapore.
Oct. 6, Chen-to, Chinese gbt, for a cruise.
Oct. 6, Puyai, for Canton.
Oct. 6, Pehlo, for Marseilles, &c.

CLEARED.
Hough, for New York.
Peking, for Shanghai.
Weyren, for Neghawang.
Miramar, for Singapore.
Flora Castle, for Shanghai.
Flora Castle, for Canton.
Ningpo, for Shanghai.

less remunerative course of a mere broker, carrying such a transaction into the region of speculation. With a certain admixture of "Ching" custom, this may be so; although one may well wonder why such business should not be safely conducted upon the basis of a liberal commission. However, the curious part of it is this, that principals out of Hongkong are apparently slow to deal either directly with foreigners here, or even through recognised brokers. A third Chinese is supposed to be a more advantageous medium; and if all we hear be correct on this head, the Chinese capitalist has had frequently to pay sweetly for his lack of faith in foreign integrity.

Baron Dr Stewart to-day began a case which promises to develop some peculiar features. Two Chinamen, said to be students returned from America, dressed in European style, were placed in the dock, charged by one Wong Yuen Wai Chuen, residing in Yokohama, and who it is said is a kinsman of the first prisoner, with stealing a travelling box, containing over \$2,000 worth of bank drafts, Chinese documents; a box of blankets and a watch and clock. Mr Hopwood gave evidence as to receiving a telegram from H. M. Consul at Nagasaki charging the prisoners as mentioned above, and that under Mr Hopwood's directions Inspector Perry arrested the prisoners. The Government had been communicated with, and a remand was asked for. The first prisoner, who could talk English fluently with a slight American accent, said he had no question to ask until the arrival of the plaintiff, but he would ask whether they would be allowed out on bail or not. Dr Stewart said it was a very serious charge, and until he heard from the Government he could not take the responsibility upon himself. The first prisoner said it was a charge without proof, and thought if the law were properly enforced that bail would be allowed. "We," he said, "are placed in your hands." His Worship assented that if he could grant them bail he would, but under the circumstances he did not consider himself justified in doing so. As far as he was concerned he would endeavour to get the case pushed through as soon as possible. The case was remanded until to-morrow, and if any communication was received from the Government, the application for bail would be decided on.

Through the courtesy of the Victoria Recreation Club we are enabled to publish the official list of the prize-takers at the recent Athletic Sports, which has just been made up. It will be remembered that by one of the rules it was provided that no competitor should be allowed to carry off more than three prizes (first and second). Mr Grimble won, in all, five firsts, and had to choose from those he preferred. One or two other competitors were in the same position of having more prizes down to their names than they could carry. The list now appended shows the prizes as finally awarded:—

- FIRST DAY.**
- 1.—Diving for Objects (10 objects).
1st, H. W. Sampson, 7 " "
2nd, A. P. Stokes, 6 " "
 - 2.—Short Race (2 lengths) open.
1st, F. Grimble, 69½ seconds.*
2nd, A. P. Stokes.
3rd, H. W. Sampson.
 - 3.—Header from Stage.
1st, F. Grimble.*
2nd, G. Caldwell.
 - 4.—Long Race (8 lengths) open.
1st, H. W. Sampson, 6m. 42s.*
2nd, W. Wilson.
 - 5.—Running Header from Cross Spring-Board.
1st, F. Grimble.
2nd, R. Rhodes.
3rd, G. Caldwell.
 - 6.—Hurdle Race (Handicap).
1st, F. Grimble.
2nd, A. J. Easton.
3rd, H. W. Sampson.

- SECOND DAY.**
- 1.—Swim Under Water.
1st, C. G. Bunker, 150 ft.
2nd, C. Jones.
 - 2.—Short Race (2 lengths) handicap.
1st, H. W. Sampson, 71 sec.*
2nd, G. A. Caldwell.
3rd, A. J. Easton.
 - 3.—Plunge.
1st, F. Grimble, 57½ ft.
2nd, G. Bunker.
 - 4.—Long Race (8 lengths) handicap.
1st, F. Grimble, 6m. 45½.*
2nd, C. G. Bunker.
3rd, W. Wilson.
 - 5.—Running Header from Middle Spring-Board.
1st, G. Caldwell.
2nd, W. Wilson.
 - 6.—"Olympians" (Fancy Dress).
1st, F. Grimble.
2nd, G. A. Caldwell.
 - 7.—Consolation (2 lengths).
1st, R. E. Leigh, 59 seconds.
2nd, W. Rowland.

Note.—No competitor can take more than three prizes, the events marked * being the ones they have elected to take.

Tribunal marks of respect have been to-day paid to the memory of Prince Frederik of the Netherlands.

Frederick V. Naaby, in his London letter to an American paper, writes that of Portsmouth, where he has been on a visit.

But the great point of interest in Portsmouth is the discovery, the finest in the world. A thorough search of it would take three or four days, but a stool of four or five hours gives one an idea of what it is. How the numerous vessels belonging to England's navy are taken for repairs and the dry docks, of which no description is sufficient to convey a definite idea of their size and general appearance, are crowded with them. There are also many magnificent specimens of machinery, some of them being some in extent, and left in the most solid and substantial manner. In the great buildings fronting on the water, are vessels of all sizes and descrip-

tions in course of construction, some ready to launch and others in the first stage of the work.

The P. & O. steamer *Malacca* has had rather an eventful trip from Hongkong to Yokohama via Nagasaki and back. Leaving here on the 7th September at noon, the steamer experienced strong S.E. wind with falling barometer and every indication of a typhoon to the S. and E. On Thursday, 8th, off Swatow, at 9 a.m., bar. 29.65, heavy confused sea, picked up three crews of capsize fishing junk, 8 men in all, thence to Nagasaki fine weather. Left Nagasaki on Monday, the 12th Sept., at 8 p.m. Experienced fresh N.E. winds up to Akaki; Wednesday 13th 11 p.m. 40 miles N.E. of Oosima picked up 5 men and 1 woman off a piece of wreck on which they had been 24 hours; thence to port variable winds with heavy swell and confused sea. Arrived at Yokohama 8.30 p.m. on the 15th inst. The *Malacca* left Yokohama for Hongkong, via Kobe and Nagasaki, on the 22nd ult. From near Nagasaki to Turnabout she towed down the *Minatitama*, British brig, 231, Capt. Edwards, which she met-in-with in a damaged condition, having experienced a typhoon while on a voyage from Nagasaki, which she left on the 15th August for Tientsin. Near Turnabout, the *Malacca* cast off the *Minatitama*, the Commander, Capt. Edwards, being confident of making Amoy. This, we learn, did, advice brought by the *Namoo*, arrived yesterday, reporting her safe arrival there. The British steamer *Type*, which left Nagasaki on the 11th and arrived at Yokohama on the 16th ult., reports having experienced a heavy typhoon, lasting from the morning of the 12th till midnight on the 14th, off the Norms Island, which would probably be the same as that in which the *Minatitama* found herself. The *Type* had "everything movable swept off the decks, boats damaged, fresh water all damaged, cook-house completely gutted-out, and cooking utensils, griddles, and harness casks washed away, iron beams and stanchions bent by the force of the sea, compass and stand and other things washed clean away." The Japanese steamers *Chinamaru* and *Hiroshima-maru* had similar experiences. The latter reports:—"Blowing typhoon in Kobe on Tuesday, 13th inst.; departure delayed in consequence till 4 a.m. Wednesday, the 14th inst. Experienced portion of a typhoon from 9 p.m. 13th, till 2 a.m. 14th inst., barometer lowest reading 28.90. Passing through Oosima, saw two foreign built craft on the rocks and another totally damaged; picked two large junks bottom up, besides a large quantity of wreckage. Thence to port strong S.W. winds with high confused sea. Arrived at Yokohama noon 15th inst."

A NEWSPAPER in a San Francisco paper, dated Portland, Oregon, August 30th, contained the following items:—

The bark *Henry Buck*, from Honolulu, brings news that the volcano on the Island of Hilo, of the Hawaiian group, continues to belch forth lava and flame. The lava is advancing upon the town of Hilo by slow but certain stages. It gains about the sixteenth of a mile each day and seems to creep like a great serpent. Houses, plantations, hills, and valleys offer, but slight obstacles to the advance of the dread flow. Many houses have been burned, plantations overwhelmed and the valleys filled up, and flow, continues steadily onward toward Hilo.

The bark *Amethyst*, which arrived at this port from the Japan Sea, reports that when 800 miles off coast, the vessel sailed for many miles through a great run of fur seal. The weather was calm and the animals disposed in perfect security on the surface of the water, which was black with them. Their yelling might be heard for miles. On the other hand, Consul Francis Allen, writes from Cape Spencer, Alaska, that a seal reached that Cape this year, a circumstance for which the oldest Indians cannot quote a parallel. A Victorian has invented a catapult for throwing the seal-spear a long distance, by which means, it is thought, the catch may be largely increased.

The British steamer *Ardent*, arrived at Yokohama from Nagasaki on the 24th ultimo, reports as follows:—

Wednesday, Sept. 21.—Lat. 31. 26 N., long. 132. E., boarded the German schooner *Baltasar*, bound from Hakodadi to Shanghai, thirty-nine days at sea, supplied her with some provisions. Weather calm. German vessel reports the death of the Gunboat on the 6th Sept. Made at present in charge. Experienced on the 13th Sept. heavy gales, and lost sails, boats, &c. Crew mixed, Chinese and Manila, and two Europeans.

The *Japan Gazette*, referring to the paragraph we laid on the 6th ult., referring to the presence of Mr E. J. Durney, organizer, in this Colony, writes, on the 25th ult., remarking that that gentleman was then in Yokohama and suggesting that he might be prevailed upon to give an organ recital in the Church in aid of the Fund now in process of being raised. The *Gazette* says:—

Apart from the imperative nature of the object, to adopt the words of our Hongkong contemporary, "it will be a cause for much regret to all lovers or admirers of the works of the great masters if he should be allowed to depart without some opportunity being given to them of listening to an exhibition of his great ability." Musical teachers, such as Mr Durney evidently can afford, are "few and far between" in this *Ultima Thule* of civilization, and we would therefore strongly recommend the Church Committee to endeavor to secure the services of this gentleman in the way we have suggested.

On the motion of Mr H. de Courcy Forster, Mr O'Connor from the chair.

The motion convening the meeting having been read.

The Chairman stated that the balance in hand was \$478.47; there had been expended on the subscriptions, &c., (\$9,536.60) sum \$9,358.13.

The meeting passed the account as submitted.

The Chairman proposed that H.E. the Governor, H.E. the Major General, the Officer commanding the Troops, Commodore Cunningham, and Lieut. Colonel Goddes, be invited to become Stewards.

Mr Jackson seconded the proposition, which was carried unanimously.

Mr W. M. Morgan proposed, and Mr Kahn seconded, a motion that the Hon. P. Ryrie, Hon. E. B. Johnson, and Messrs A. Connor, H. Hopwood, H. D. C. Forbes, T. Jackson, F. D. Sisson, and W. H. P. Darby be elected Stewards for the next meeting.

The motion was also unanimously carried.

The list of Stewards elected is the same as that of last year, save that the name of the Hon. E. B. Johnson is substituted for that of the Hon. W. Kewick; absent from the Colony.

Mr H. de C. Forbes proposed an alteration in rule 10. The words as standing were, "height for ponies 13 feet 3 inches and under." He proposed that the maximum height should be altered to 14 hands, the alteration to take effect after the next meeting. He remarked that nobody brought 14 hand ponies at present for Hongkong because they were not eligible. The alteration proposed would bring the rules on a par with those of the Shanghai Races.

Mr Jackson seconded the motion, which was unanimously carried.

The Chairman stated that the subscribers would be glad to hear that Mr Thurburn had consented to continue as Honorary Treasurer. (Applause.) He had a painful duty to perform in informing them that this was the last time they would have amongst them his noble friend on the left (Mr Friend) and all of them who were agreed with him that a better fellow as Clerk of the Course never existed. ("Hear, hear" and Applause.) They would all feel his loss deeply. (Applause.)

Mr W. M. Morgan had a proposition to make which had the approval of one of the Committees, who represented that Committee a large section of subscribers; he referred to Mr Hopwood who represented the German Community there. The German Cup was without exception the best Cup of the meeting; and it was very necessary and very proper that the Cup should be run for by a winner of the Cup, thorough, good, racing spirit. He wanted to make a race of it; it should be the race of the meeting. Subject to the approval of the Stewards, of course, he proposed that the race should be made a forced entry for subscription prize \$10 each, the first pony to take the Cup, and the money to be divided—70 per cent to the second pony and 30 per cent to the third pony. That was, he thought, what Mr Morgan meant.

The Chairman said the suggestion of Mr Morgan would, no doubt, receive that consideration from the Stewards which it deserved.

Mr Morgan said he desired that the matter should be settled now. He wanted an answer now. They did not want the thing mixed up by two or three little unfortunate Stewards. There was a great deal in a crowd; but when it resolved itself into a matter of two or three, they could not imagine, they could not see.

Mr Ryrie rose to order. Mr Morgan was not in order in speaking as he had done. The remarks he had made about the Stewards might as well, he thought, have been left unsaid. "Hear, hear."

A Voice: They were only made in joke.

Mr Morgan said, addressing Mr Ryrie, that the gentleman made a great mistake. They were not going to have the same sort of thing as they had had before. (Loud hiccups.) He wanted an answer.

The Chairman said the matter was one that could with the utmost propriety be left to the Committee.

There was no other business before the meeting.

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There was no trace of white ants visible. The height of the chimney from the ridge was only two feet two inches. Witness could really give no opinion as to how the accident happened, unless it was caused through the action of the rain causing the mortar of the chimney-stack to rot the woodwork which supported it. It had never been reported as being damaged, but no inspection could have brought to light the damage witness mentioned. Not only was the place inspected every quarter by the Engineers, but it was inspected regimentally every month. A quartermaster usually accompanied the officer on his rounds of inspection.

Quartermaster Windrum said he usually went round with the officer, the Engineers on inspection. He never heard of anything being wrong with the exterior or interior of the Sergeant's Mess. He saw no trace of white ants. Mr Friend made the inspection in April, but Mr Philcox, foreman of works, performed this duty in July.

The Coroner said that was all the evidence required, but they might have a look at the debris, and adjourned the inquest until Saturday afternoon at half-past two o'clock.

THE ACCIDENT TO THE S. S. JAPAN.

The S. S. *Japan*, 1865 tons, Captain T. S. Gardner, referred to in our yesterday's issue as lying at anchor off Hill Island, disabled, was towed by the *Cheong Hock Kian* to within eight miles of this port, and was brought into Harbour to-day by the *Fame*. The *Japan* reports:—

Left Calcutta 17th September, arrived at Penang 22nd, left Penang 23rd, arrived at Singapore 26th, left Singapore 26th. After leaving Singapore experienced light variable breeze weather up to Pulo Sapato, from Pulo Sapato to Macleod's Bank, moderate north-east winds and cloudy. Thence to arrival strong north-east gales and heavy easterly sea. Average barometer 30.55. On the 30th October, at 10.30 a.m. *Japan* Head north-north-west, distant three miles, the propeller or end of screw shaft was carried away. Made sail and stood towards Hill Island. Anchored off Hill Island, which bore S. 58 E. distant 2 miles.

At 4.30 p.m. sighted a steamer bound south. Hoisted signals of distress. Steamer *Cheong Hock Kian* came and anchored close to us at night. Morning of 4th at 7 a.m., passed two steel hawsers. At 8 a.m. hove up anchor and proceeded in tow, with strong easterly winds, squally heavy rains and heavy swell. At 1.30 a.m. hawsers parted. Anchored again. Signalled steamer to report us at Hongkong and send hawsers and steamer. At 11.30 a.m. steamer left for Hongkong. At 4.30 p.m. German steamer passed us, signalled to report us in Hongkong, with machinery disabled. On the 5th at 2.30 p.m. steamer *Cheong Hock Kian* came ahead. At 2.40 p.m. got her hawsers, at 3 p.m. got hawsers on board, at 3.45 p.m. hove up anchor, and at 3.50 p.m. proceeded ahead in tow of steamer *Cheong Hock Kian*.

We have received the following account from one of the passengers:—

After leaving Singapore we had two or three days of beautiful fine weather on a calm sea. Then we met a strong N.E. wind and endured a tossing about which to some of us recalled with painful vividness the first few days of the Bay of Bengal. We retired to our bunks, where it required much physical exertion to remain. On Monday morning (Oct. 3rd), we were about twenty miles or a few more from Hongkong by breakfast time; either enforced custom or the hope of *terra firma* had cured our infirmities, and we were all bright and expectant. Suddenly a shock was felt through the vessel, giving most to imagine that we had struck on a rock. The chief officer was at the moment passing the saloon-door at which he stopped to congratulate one of the passengers on his improved condition. With a lively reference to the Supreme God of the Romans, he rushed forward to see what was the matter, while the passenger followed to see if he could gather any information that might be of interest to him. A little immediate comfort was gleaned from the discovery that we were not aground, but that the shock had been caused by a break-down in the machinery. This was an immediate, but not by any means of final comfort, since we seemed a long way from being out of danger. We were, at the time of the break-down, close under the most easterly of the Samoum group of Islands, and now, at the mercy of wind and wave, were apparently drifting right upon it. Its rocky coast did not offer a hopeful prospect, but to some of us a landing upon it, voluntary or involuntary, seemed inevitable. Captain Gardner, however, got his men to duty, and the officers clearly all knew their work, and were able readily to interpret and quickly to carry out each succeeding order. The anchors were got ready to be dropped at once in case of necessity, but, as we were rolling heavily in deep and rough water that threatened to swamp us, the Captain determined to pass if possible between the islands, and get into the shallower and calmer sea behind them. His collected manner was admirable, he neither lost his head nor his temper. "If I can only get her inside that island I won't care a rap," he said, with the quiet smile of a man who meant getting her inside. Nevertheless it was an anxious time. The wind might fail, at a critical point, or the steamer, not being intended to depend alone on canvas, might not behave well as a sailing ship which she had now become; the passage through which we were steering was none of the widest, and it required the ceaseless attention of the Captain to sail and wheel to keep her clear of the rocky islets which we had several to pass by. The skilful and successful manipulation of the vessel and her sailing qualities manifested in this emergency ought to give the travelling public renewed confidence in the *Japan*, especially under her present command.

We anchored at last in a place comparatively calm with eight fathoms of water all the morning had been taken up in the effort to gain this place. In the afternoon the ship's life-boat was lowered with a view to inspecting the screw, and seeing if possible what was the damage done. The difficulty of the lowering and raising again of this life-boat in what I have called a comparatively calm sea made us thankful that there had been no necessity for lowering boats into the heavy sea in which the accident happened. The object for which this boat had been lowered could not be attained, the screw being too deep under water, and the wash of the sea round it very strong.

We were within sight of Hongkong Peak, and the Captain had distinctly made out the flag-staff through his glass. It was not unnatural, therefore, that we should expect them to see us and send us help, but the afternoon wore away without any signs of assistance beyond the coming of a Chinese fishing-junk, which however, declined to go to Hongkong and report us. Towards evening a screw steamer was seen off the port-bow passing eastwards. We had up our signals of distress, and she was so near that when she passed right before us taking no notice it looked as though she was blind with the blindness of those who won't see. At last she put about and came to us. In reply to our signal, "Will you tow me," she made no answer, but steamed right round us as though inspecting a new kind of curiosity. Apparently satisfied with her inspection she went forward and threw out a line. Our men got hold of it, and were about to attach a hawser, when a little steam on her part dragged it out of our hands again. After a good deal of manœuvring about she anchored for the night just forward of us.

The next morning about 7.30 we got two steel-wire hawsers across to her, and by 8.30 our anchor was up and we were ready to go. We had not been going more than an hour, in which we had accomplished about two miles, when, owing to the jerks caused by the heavy sea, the hawsers parted and we had again to come to anchor. Our would-be deliverer, the *Cheong Hock Kian*, then returned to Hongkong as we hoped for another hawser.

All day long we lay deserted, rolling about in the water. At 4 o'clock, or a little after, there was some excitement caused by the appearance of a steamer at making towards us. This proved to be the German steamer *Nova*, whom we asked to report us as disabled, since it seemed anything but clear that we could depend on the *Cheong Hock Kian*, she having been away so much longer already than to our impatience appeared necessary.

Early on Wednesday we were scanning the horizon with our glasses. No help was visible. Breakfast time came and went and still no help. I am only a landsman, and therefore unversed in the mysteries of sea-life in general, still less versed in the mysteries of such special circumstances as steamers lying disabled at sea, but it did seem passing strange to my uninitiated comprehension that a steamer should be allowed to be from Monday morning till Wednesday, having on board some 300 human beings, a large cargo, and the mails (I did not know which consideration would weigh most) within 15 miles of a British Port whose flag-staff could be seen through the ship's glass!

But Wednesday afternoon brought relief. About half-past 2 the *Cheong Hock Kian* came again with a strong hawser, obtained, I believe, from the *Lennox*. By half-past 4 o'clock we started once more, anxiously watching the testing of this fresh hawser. It held us strongly, and by half-past 8, we had the great relief of anchoring off the shining lights of Hongkong.

Police Intelligence.

(Before Frederick Stewart, Esq.)

Thursday, October 6.

Li Akdu was charged by Emil von Otto with leaving his employment without notice and was convicted, and fined \$10 or seven days' imprisonment.

THIEF.

Ng Achau was charged by Wong Tai Ng with stealing a jacket and a pair of trousers. It appeared from the evidence that the clothes had been sleeping in a tub at the defendant's place. The defendant had taken them from that place. Defendants had been formerly employed to take away kitchen refuse, but since this occurred had never returned. Complaint reported the matter to the Station. He had not seen his jacket or trousers since.

Another witness spoke to the defendant taking away the jacket. Defendant had been previously convicted, and was sentenced to three months' imprisonment with hard labour.

Marine Court.

(Before Capt. H. G. Thomsett, R.N. Marine Magistrate.)

Thursday, October 6.

REFUSAL OF DUTY ON THE HIGH SEAS.

G. Young, A. Juén, E. Molynaux, Albert Hill, John Marsh and John Hampton, seamen, on board the British ship *Sunbeam* were charged by the Captain of that vessel, Arthur Tribe with refusing duty on the 2nd inst. on the high seas and also on the 3rd, 4th and 5th in Hongkong Harbour.

The master said that the defendants joined the ship in London on the 30th of May last. The vessel left Hongkong on the 28th inst. with a general cargo. On the 2nd inst. defendants said to witness that the ship was unworthy and they did not care to go any farther in her. They said she was no use at all. The ship drew 15 feet 6 inches and the *Sunbeam* mark was at 18 feet 6 inches. Witness told them the ship was tender, but that she was quite seaworthy. She was docked in April last. After consultation with the officers who were quite satisfied with the ship, he told defendants he intended to proceed with the voyage. They made a little water and were bumped out for an hour each day. The fifth defendant (Marsh) said he would have to leave me as a passenger. Some of the others said the same thing. The captain told all of the crew who were ready to go to inspecting the screw, and seeing if possible what was the damage done. The difficulty of the lowering and raising again of this life-boat in what I have called a comparatively calm sea made us thankful that there had been no necessity for lowering boats into the heavy sea in which the accident happened. The object for which this boat had been lowered could not be attained, the screw being too deep under water, and the wash of the sea round it very strong.

We were within sight of Hongkong Peak, and the Captain had distinctly made out the flag-staff through his glass. It was not unnatural, therefore, that we should expect them to see us and send us help, but the afternoon wore away without any signs of assistance beyond the coming of a Chinese fishing-junk, which however, declined to go to Hongkong and report us. Towards evening a screw steamer was seen off the port-bow passing eastwards. We had up our signals of distress, and she was so near that when she passed right before us taking no notice it looked as though she was blind with the blindness of those who won't see. At last she put about and came to us. In reply to our signal, "Will you tow me," she made no answer, but steamed right round us as though inspecting a new kind of curiosity. Apparently satisfied with her inspection she went forward and threw out a line. Our men got hold of it, and were about to attach a hawser, when a little steam on her part dragged it out of our hands again. After a good deal of manœuvring about she anchored for the night just forward of us.

The next morning about 7.30 we got two steel-wire hawsers across to her, and by 8.30 our anchor was up and we were ready to go. We had not been going more than an hour, in which we had accomplished about two miles, when, owing to the jerks caused by the heavy sea, the hawsers parted and we had again to come to anchor. Our would-be deliverer, the *Cheong Hock Kian*, then returned to Hongkong as we hoped for another hawser.

All day long we lay deserted, rolling about in the water. At 4 o'clock, or a little after, there was some excitement caused by the appearance of a steamer at making towards us. This proved to be the German steamer *Nova*, whom we asked to report us as disabled, since it seemed anything but clear that we could depend on the *Cheong Hock Kian*, she having been away so much longer already than to our impatience appeared necessary.

Early on Wednesday we were scanning the horizon with our glasses. No help was visible. Breakfast time came and went and still no help. I am only a landsman, and therefore unversed in the mysteries of sea-life in general, still less versed in the mysteries of such special circumstances as steamers lying disabled at sea, but it did seem passing strange to my uninitiated comprehension that a steamer should be allowed to be from Monday morning till Wednesday, having on board some 300 human beings, a large cargo, and the mails (I did not know which consideration would weigh most) within 15 miles of a British Port whose flag-staff could be seen through the ship's glass!

But Wednesday afternoon brought relief. About half-past 2 the *Cheong Hock Kian* came again with a strong hawser, obtained, I believe, from the *Lennox*. By half-past 4 o'clock we started once more, anxiously watching the testing of this fresh hawser. It held us strongly, and by half-past 8, we had the great relief of anchoring off the shining lights of Hongkong.

Police Intelligence.

(Before Frederick Stewart, Esq.)

Thursday, October 6.

Li Akdu was charged by Emil von Otto with leaving his employment without notice and was convicted, and fined \$10 or seven days' imprisonment.

THIEF.

Ng Achau was charged by Wong Tai Ng with stealing a jacket and a pair of trousers. It appeared from the evidence that the clothes had been sleeping in a tub at the defendant's place. The defendant had taken them from that place. Defendants had been formerly employed to take away kitchen refuse, but since this occurred had never returned. Complaint reported the matter to the Station. He had not seen his jacket or trousers since.

Another witness spoke to the defendant taking away the jacket. Defendant had been previously convicted, and was sentenced to three months' imprisonment with hard labour.

Marine Court.

(Before Capt. H. G. Thomsett, R.N. Marine Magistrate.)

There was no trace of white ants visible. The height of the chimney from the ridge was only two feet two inches. Witness could really give no opinion as to how the accident happened, unless it was caused through the action of the rain causing the mortar of the chimney-stack to rot the woodwork which supported it. It had never been reported as being damaged, but no inspection could have brought to light the damage witness mentioned. Not only was the place inspected every quarter by the Engineers, but it was inspected regimentally every month. A quartermaster usually accompanied the officer on his rounds of inspection.

Quartermaster Windrum said he usually went round with the officer, the Engineers on inspection. He never heard of anything being wrong with the exterior or interior of the Sergeant's Mess. He saw no trace of white ants. Mr Friend made the inspection in April, but Mr Philcox, foreman of works, performed this duty in July.

The Coroner said that was all the evidence required, but they might have a look at the debris, and adjourned the inquest until Saturday afternoon at half-past two o'clock.

THE ACCIDENT TO THE S. S. JAPAN.

The S. S. *Japan*, 1865 tons, Captain T. S. Gardner, referred to in our yesterday's issue as lying at anchor off Hill Island, disabled, was towed by the *Cheong Hock Kian* to within eight miles of this port, and was brought into Harbour to-day by the *Fame*. The *Japan* reports:—

Left Calcutta 17th September, arrived at Penang 22nd, left Penang 23

